Traffic Managers Growling at the Falling Off in Business.

The Cause Attributed to the Large Number of Mills and Factories Which Are Yet Silent.

The increased volume of freight traffic hoped for has not been realized, and freight traffic managers, general freight agents and general managers of the fast freight lines are traveling over the territory tributary to making up their business to ascertain why it is that the tornage of freight moving is so light. Said a general manager of three fast freight lines: "The whole thing is told in the statement that too many manufacturing industries are idle, and this indirectly or directly effects other industries, and the railways feel it. First, it affects local business, as raw material is not brought to the manufactories to be converted into the articles which make the through business to all parts of the country, and while in the way of grain, cotton, live stock and coal there is a fair business, manufactured articles, such as fill our furniture cars and load our cars with fine tools, etc., are not being shipped, and the roads feel it severely." These remarks are emphasized in the statement of the week ending Nov. 18, when 1,022 fewer loaded cars were received and forwarded at Indianapolis than in the week ending Nov. 11; 1,475 fewer than in the corresponding week of 1892, and 1,383 fewer than in the corresponding week of 1891. East bound export business has fallen off largely this month, but the movement of cotton and live stock compares favorably with 1892. West bound a decrease in tonnage of the higher class freights is shown, while an increase of the lower class freights, such as nails, iron structural work, and coal and coke is noticeable. Local business shows some improvement, but falls far short of the volume at the corresponding period of 1892. There is no increase in number of platform men and no working of over time, even with the reduced force such as is usually required in the fall months. Below is given the number of cars received and forwarded as compared with the corresponding week

of the two preceding years:			
Name of road.	1893.	1892	189
L., N. A. & C., Air-line	374	418	4
I., D. & W	348	396	4
C., H. & D. (Ind'p'l's div).	689	905	4 9
L. E. & W PennI. & V	536	604	6
PennI. & V	535	602	6
Penn-J., M. & I	767	1,043	9
PennChicago div	590	637	4
PennColumbus div	1,853	1,899	1,8
P. & E. East div	774	938	1,3
P. E. West div	828	1,123	1,2
Big Rour-Chicago div	1,747	1,865	1,6
Big Four-Cincinnati div	2,043	2,273	2,2
Big Four-St. Louis div	2,064	1,784	2,0
Big Four-Cleveland div	1,978	1,757	1,8
Vandalia	1,960	2,317	2,0
Totals	17,086	18,561	18,4
Empty cars		4,508	
		-	-

A Striking Exhibit. The table below shows the gross earnings of the more important roads since July 1, as compared with the corresponding four

Total movement...... 21,308 23,069 22,665

months of 1892:		
St. Paul\$12,801,858	Dec.	\$736,653
Rock Island 7,606,415	Inc.	109,119
Burlington 9,545,964	Dec.	1,523,967
Northwest 8,597,218	Dec.	895,865
N. Y. Central 12,255,153	Inc.	188,558
Pennsylvania 16,418,533	Dec.	1,584,769
Louis. & Nash 6,337,716	Dec.	1,359,707
Ches. & Ohio 3,437,002	Dec.	284,860
Canadian Pacific 7,858,091	Inc.	253,814
Denver & R. G 2,223,297	Dec.	144,612
Illinois Central 8,471,584	Inc.	1,780,067
Mo. Pacific 7,884,340	Dec.	2,411,331
Northern Pacific., 9,112,115	Dec.	3,323,592
Atchison 16,170,886	Dec.	2,390,927

The exhibit is the more striking as the importance of the coal and iron industries to such roads as the Pennsylvania, the Chesapeake & Ohio, the Louisville & Nashville is shown, the three showing a falling off in earnings which the large passenger earnings were not sufficient to cover.

Traffic Notes. The in-bound business of the Indianapolis

& Vincennes is increasing, and is made up almost entirely of coal and shipments of The freight traffic of the Chicago division of the Pennsylvania lines is again reaching its usual volume, and following

close upon the movement over the Louis-Despite the charge that the Vandalia is cutting freight rates, the St. Louis division of the Big Four is leading the Vandalia in loaded car movement, which is rather unusual.

The loaded car movement on the Big Four, between Indianapolis and Kankakee. last week, was practically the same, 874 loaded cars being received and 873 forwarded at Indianapolis.

The east-bound movement on the Indianapolis division of the Pennsylvania lines continues much heavier than its west-bound. Last week 1.116 loaded cars were

forwarded, against 737 brought in. The Peoria & Eastern, which for months has been handling its usual tonnage of freights, is now losing ground, last week handling the lowest number of loaded

in any week of the last three years. The weekly exhibit of the Vandalia is rather a striking one, the road bringing into Indianapolis 1,271, against 689 loaded cars forwarded west. Another singular phase was that while there were but 689 loaded cars sent west, there were 859 empty cars forwarded.

There is one good feature as regards the business of the Big Four-it is handling 40 per cent. fewer empty cars than usual, showing that the cars are loaded in both directions. For instance, on the St. Louis division last week, 2,318 cars were handled, and but 254 were empty; on the Chicago division, 4,6 ) cars were received and forwarded, and but 919 of this number were

Personal, Local and General Notes. H. M. Bronson, assistant general passenger agent of the Big Four, is still confined to his room by a swollen limb.

W. P. Cooley has been appointed traveling passenger agent of the Queen & Crescent, with headquarters at Cleveland, O. D. F. Whitcomb, superintendent of the Union Railway Company, is so ill with malarial troubles as to confine him to his room. O. P. McCarty, general passenger agent of the Baltimore & Ohio Southwestern consolidated lines, spent Sunday with friends in

Under the new schedule the Big Four has six trains from Indianapolis to Cincinnati. departing as follows: 3:50, 4:05, 7 and 11 a. m. and 3 and 7:10 p. m.

The Journal has it officially that the Union Pacific will establish agencies again at Indianapolis, Pittsburg and Boston for protection of the company's interests.

The Pennsylvania Company has four gravel trains at work between Logansport and Bradford, reballasting and refitting the track up for the faster trains which now

The extra charge for riding on the limited trains of the Pennsylvania between New York and Chicago has been reduced from \$3 to \$2, and proportionate reduction made in the extra charge from intermediate points. George B. Warfel is to be appointed assistant general passenger agent of the Baitimore & Ohio Southwestern, headquar-

## DR. SCHENCK'S

Mandrake Pills have a value as a household remedy far beyond the power of language to de scribe. The family can hardly be true to itself hat does not keep them on hand for use in emer

# **★**MANDRAKE**★**

Is the only veretable substitute for that danger ous mineral, MERCURY, and while its action as a curative is fully equal, it possesses none of the perilous effects.

In Constipation, Mandrake acts upon the bow els without disposing them to subsequent Costiveness.

No remedy acts so directly on the liver, nothing so speedily cures Sick Headache, Sour Stomach and Bilousness as

For sale by all Druggists. Price 25 ets. per box; 3 boxes for 65 ets.; or sent by mail, postage free, on receipt of price. Dr. J. H. SCHENCK Hood's Sarsaparilia, the great blood purifier.

is thoroughly expelled from the blood by the course three hours, nity-one minutes and four seconds. Her average speed for the eighty-eight miles was 22.81 knots per Johnson, for the Darnell puddling mills.

WITH THE RAILROADS | ters at Cincinnati. Mr. Warfel is now general Western passenger agent, headquarters

Freight officials are much gratified that Mr. Day has accepted the chairmanship of the revived Southwestern Traffic Association, thinking that it means a better maintenance in rates in the territory which the organization covers.

The Southwest fast freight line will hereafter be known as the West Shore fast freight line, and will operate, in addition to the old roads, over the Big Four, the Philadelphia & Reading and the New Jersey Central. The Big Four and the Chesapeake & Ohio

yesterday put on their new through sleeping-car service between St. Louis and Washington. Going east the through sleeping car will pass Indianapolis at 3 p. m.; going west, at 11:40 a. m.

It is quite possible that the Lake Erie & Western will rescind its action in withdrawing from the Indiana Car-service Association, providing the other roads which are members of the organization live up to the rules of the association in the matter of collecting demurrage charges.

The proposed withdrawal of the Keystone express by the Pennsylvania Company between New York and Chicago has been reconsidered. This train will continue to run, but hereafter, west of Pittsburg, will be run over the Panhandle lines instead of the Pittsburg, Fort Wayne & Chicago between Pittsburg and Chicago.

The passenger conductors on the Union Pacific on some of the through trains are in trouble. It has been discovered that of late the Union Pacific has been carrying many more pieces of baggage than passengenrs. The trouble is supposed to be due to the conductors, and is not attributed to any irregularity in the baggage department. The Indianapolis lines are to get their full share of the locomotives which were on exhibition at the world's fair. The Cincinnati, Hamilton & Dayton will have two on the Indianapolis division, the Vandalia one, and the Big Four has purchased the large compound engine exhibited there for service on

the hill between Lawrenceburg and Greens-

After May 1, 1895, all the ticket offices of the principal railway lines running into Chicago will be located in the same building, thus facilitating the interchange of business and adding to the comfort of the traveling public. The entire lower floor of the Marquette Building, now in process of construction, at the corner of Dearborn and Adams streets, has been leased for that one purpose.

The remains of George W. Bull will be brought here to-day for burial, he dying on Saturday last at St. Paul. Mr. Bull was for many years chief clerk in the Union Star line office when it was located on Virginia avenue, but for some years has been in the railroad service at St. Paul. He was considered, when with the Pennsylvania lines here, one of its most competent and faithful men.

Commencing with to-day, the Lake Shore will honor mileage books on all of its passenger trains except the New York limited, which yesterday took the place of the Exposition flyer, but occupying five hours more in making the run between New York and Chicago. This new order will be appreciated by the traveling salesmen, as heretofore mileage books were not honored on the Lake Shore express trains.

The Exposition flyer over the New York Central and Lake Shore roads made its last run yesterday. Running this train six months without the slightest accident and with seldom any delays demonstrates that high speeded trains are just as safe to ride on as trains which run on the ordinary schedules. In passenger circles it is believed that the day is not far distant when such trains will be restored between New York and Chicago.

Charles Reynolds, general superintendent of the Chicago & Erie, spent Sunday with friends in this city. He is inclined to be boastful over the fact that the Chicago & Erie stood second in number of world's fair passengers carried into Chicago, and not one passenger was killed or injured during the world's fair business. In addition to handling the Erie proper's business it han-dled that of the Columbus & Hocking Val-

Russell B. Harrison has accepted the position of director of the projected Terre Haute, Chester & Olney road, which, when built, is to be consolidated with the Wabash, Chester & Western. Mr. Harrison goes to New York to endeavor to get Eastern capitalists interested in the building of the road. Terre Haute is a good deal excited over the turn matters have taken and will possibly now vote financial aid to the enterprise, which would doubtless prove of great benefit to the Prairie City if built, as it passes through territory which has no railroad facilities.

In summing up the improvements to the C., H. & I. division of the Cincinnati, Hamilton & Dayton it is shown that a large sum of money has been expended on this division in the last six months. During that period thirten miles of new steel rail, weighing sixty-seven pounds to the yard, have been put down, and now every foot of the road between Cincinnati and Indianapolis is laid with heavy steel. On the Indianapolis division 38,000 new cross ties were put in, and thirty-seven miles reballasted with gravel. The side track capacity of this division has been increased 39,860 feet. A new iron bridge, resting on stone foundations, has just been completed over the Big Miami just west of Hamilton, costing \$52,000; a new bridge, resting on stone foundations, over Blue river, costing \$19,-500; forty miles of new fence have been built; several new water tanks, new depots built at Fountaintown and Brownsville, and four depots rebuilt. New track scales were put in at Connersville, and many other less

### THE COURT RECORD.

important but needed improvements made.

Superior Court. Room 1-James M. Winters, Judge. Louis E. Haag vs. Charles W. Donson et al.; stret improvement. Dismissed and

Hattie Powers vs. William Powers; divorce. Decree and custody of children granted plaintiff. Sailie D. Schmidt vs. Western Paving and Supply Company; damages. Defendant's motion for a new trial sustained.

Room 2-J. W. Harper, Judge. Fannie C. McC'ellan vs. Harvey L. Mc-Clellan; divorce. Decree granted plaintiff. Lizzie Hooks vs. Forest Hooks; divorce. Decree granted plaintiff Laurel Hibbits vs. Frank C. Hibbits; divorce. Decree granted plaintiff.

Dora Day vs. Harvey Day; divorce. Decree granted plaintiff. Room 2-Pliny W. Bartholomew, Judge. Charles I. Williams vs. Daniel W. Marmon; contract. Dismissed and costs paid. Frank Shook vs. Laura Shook; divorce. Decree granted plaintiff. James Shaw vs. Black Manufacturing Company; appeal from Johnson, J. P. Find-

ing for plaintiff. Criminal Court.

Millard F. Cox, Judge. State vs. Charles Furguson; petit larceny. Pleaded guilty. Judgment suspended during good behavior. State vs. James R. Golden: petit larceny. Pleaded guilty. Imprisonment in State pris-

on for one year and fined \$35 and costs. State vs. Fred Mitchell; keeping a gambiling house. Trial by jury. Guilty. Fined State vs. Lon Henderson: murder. Venue changed to Hamilton county.

> Circuit Court. Edgar A. Brown, Judge.

Indiana Mutual Building and Loan Association vs. Eli Reynolds et al.; foreclosure. Judgment against defendants for \$1,730.50 and decree of foreclosure. Craig C. Roth vs. Liggett & Meyers Tobacco Company; on agreement. Dismissed. John F. McKee, on motion of L. E. Urmston, was admitted to the bar.

New Suits Filed. Walter S. Hoss vs. B. S. Kendall et al.; mechanic's lien. Superior Court. Room 1. James Hensley vs. John T. Brush; re-plevin. Superior Court. Room 3.

Their Mamma Gives a "Tea."

The latest and most important social news is that "form," remodled, requires that mascuine as well as feminine buds must be formally introduced to the world of society. This innovation is the result of studying the ways and manners of Boston, where the custom of introducing young men to society has been in vogue several years. It has been tried on rare occasions in New York, but did not become popular, Now it is given out that the custom will be made permanent, and that the eligibles will be known only after their names are placed in the list.

### Safe to Assume.

New York Tribunc. There is one thing that is safe to assume—the people are not fools, and they will require much more than Mr. Gresham's word for it before they believe that Minister Stevens has lied and that President Harrison was the dupe of his deceit.

### Difference of Opinion.

Detroit Free Press. "Don't you," said the pious landlady to the boarder, "believe that all flesh is "No," hesitated the boarder, as he took another hold on his knife, "I think some of

it is leather." Scrofula, whether hereditary or acquired, NEWS IN SUNDAY'S JOURNAL.

Resume of Events Chronicled in the Issue of Nov. 19.

Berlin has fairly gone wild over the new play, "Hannele. Emperor William says his soldiers must have no wills of their own and no law but

England is having trouble filling the vacant embassies of St. Petersburg and Con-A generally credited report is that Admiral Mello has declared Prince Pedro Em-

peror of Brazil. Seven members of the mob which hanged the negro, Dan Wilson, at Varner, Ark., have been arrested. On account of a row between the receiver and the City Council Leavenworth's street

cars are all stopped. A judge in Buffalo has decided that it is against public policy to allow a man to trade his wife for cattle. Both the President and Secretary Gresham are surprised at the latest news re-

ceived from Sandwich islands. J. N. Brown, by means of fraudulent deeds and abstracts, swindled Macomb (Ill.) parties out of a lot of fine horses. England has ordered that no more of her

naval ships enter San Francisco harbor. because so many of her sailors desert there. M. J. Gallery, a Chicago policeman, was arrested on a charge of holding up and robbing a citizen of \$4,000 at the point of a revolver. The rough draught of the new tariff bill

was laid before the full Democratic membership of the ways and means committee yesterday. Miss Mattie Williams, supposed to have been killed by an accident at Mattoon, Ill., was found to be alive after being partially

prepared for the grave. Burglars entered the residence of S. C. Woodburn, near Rock Island, Ill., saturated his clothes with kerosene, then struck a match. They secured \$400. Queen Liliuokalani, the deposed ruler of the Hawaiian Islands, is still dethroned,

news from Honolulu being to the effect

that Minister Willis has done nothing to

effect her restoration.

(From Sonday's Second Edition.)

Columbia Queen of the Sea.

BOSTON, Nov. 18 .- The Columbia to-day fairly won her title of queen of the ocean. Faster than ever sped war snip or merchant vessel she steamed over the coast from Cape Ann to Cape Porpoise on her trial trip, with the United States board of inspection on board. Her average speed for the eighty-eight miles was 22:81 knots, but she steamed 7% knots of her run at a rate that averaged 25:31 knots, or about thirty statute miles an hour. It was a magnificent display of speed. By her little four-hour spin she won for her build-ers, William Cramp & Sons, the neat bonus

The Cramps were eager for the trial, and so were the members of the navai board. It was decided to do their utmost to prevent another postponement. At sunrise the members of the board and Mr. Cramp and his party appeared at the head of Lewis wharf, ready to start the ship. A light breeze prevailed, but it looked threatening, and all hands had a rather dubious belief that the trial would take place. Commodore Walker, however, said that there was a fair day in prospect, and his prophecy proved true.

The Columbia took up anchor and started out from President's road at 8:15. It was 9:20 when the red flag announcing that the trial was on was run up to the foremast head. The crew of the Dolphin gave a parting yell as the Columbia left her far astern. Her engines were revolving at the rate of 135 revolutions a minute. The steam pressure was 158 pounds, and there was half an inch air pressure in the fire rooms. But it was not long before there was a startling decrease in speed. The big wake after decreased in dimension, and it was easy to see that something was wrong. Then the red flag came down and the Columbia took a wide swing seaward The Cramps wanted a new start. One of the bollers had begun to foam, and the remainder of them were not enough to propel the ship as the Cramps wanted her to be propelled. So back went the ship, a mile beyond the Dolphin, and then, after a half hour or so steaming around, she pointed her nose once more for the start-

ing line, and, at 9:54:40, she was off for Point Porpoise. The run down to the Inan, the second vessel marking the course, was 2.37 knots. The Columbia was jogging along comfortably with no commotion to speak of. She reached the Inan at 10 o'clock, meline the first part of her course at the rate of 22.06 knots. Here the engines were given an additional supply of steam, and on going down to the Kearsarge, the next marking vessel, averaged 141 revolutions. The speed of the ship increased and the 6.66 miles between the Inan and the Kearsarge were cut through at the rate of 22.40 knots per hour. For six and one-half knots more, to the tug Leden, the speed of the ship was only 22.8 knots per hour, and the revolutions of the engines were reduced to about 131 per minute. Then the whole form of the Columbia vibrated with the fearful velocity of the engines. The mighty shafts revolved two and one-half times every second and the huge screws under her stern churned the water into a caldron that rose high about the quarter galley. The water from her bow was dashed off in huge billows that set the fishermen and other vessels along the course bobbing with might and main.

The steamer Fern was reached at 10:52:36. and when it was seen that the Columbia had passed the twenty-three-knot mark there was cheering all along her deck. Now and then a pilot boat or schooner near her course ran up the glorious standard of America to her best luck and dipped in honor to the queen Columbia. The Narketa was anchored seven and three-fourths knots from the Fern, and her stalky masts inst visible on the norizon as the Columbia fairly shot, at cyclone speed, past the Fern. The steam slacked a little, the engines' revolutions dropped some, the speed fell to 21.53 knots, but it proved the Columbia was only gathering power. She swept by the Fortune, the seventh mark boat, at 11:31:28, and then the three big propellers hauled up a mighty mass of seething, boiling water, and left a trail a couple of miles long in her wake. The water from the bow leaned high in the air on either side as the knife-like stem of the fleetest ship in the world dashed into it. The Fortune was left far astern in a twinkling, and still the ship sped onward perceptibly gaining every moment. The spray leaped over the bow and drenched the forward deck and whitened the whiskers of Captain Sargent as he stood on the bridge. The white line of the Vesuvius, on the horizon, sprang into view and took form with startling rapidity. The Columbia was rapidly nearing the first haif of her trial. and she was bent on smashing records. The two long patent log lines, one over each quarter, stretched hundreds of fathoms astern and hummed and tugged at their fastenings, while the voice of a gale whistled through the ship's rigging. wake of the ship, and then grinned at Commodore Walker. "How does that strike

Edward Cramp looked at the lengthening you?" he asked. The Commodore gathered his spinnaker

whiskers into the folds of his monkey jacket. His eyes sparkled, but he never said a word. "This is going 251-5 now," said Mr. Cramp, in a matter-of-fact way: "and I guess we can get another knot out of her

If you ain't satisfied.'

'Well, I am satisfied," said Commodore Walker. "She's a hummer." On, on she dashed. Never ship was built that equaled the tremendous velocity which the Columbia had now attained. It was an easy task to stand on deck in the face of the gale which resulted from the onward sweeping of the mighty ship. The bells in the engine room jingled merrily as Captain Sargent demanded that every ounce of steam be turned into the great cylinders. The great cranks, however, with a whiz and a whirr, and an ease that put one in mind of the working of a lightning sewing machine. Thus it was that the Columbia tore down by the Vesuvius and the end of the first half of the course. The Columbia had covered the last seven and three-quarter knots at the rate of 25.31 knots per

hour. The half of the course, forty-four

miles, was done at the rate of 22.92 knots

She took a long turn to seaward on her

starboard helm before returning over the course. The time occupied in the turn is counted in trial, but it must be made at full speed. Back she came to the Vesuvius more eager than ever to be on her swift way. At 12:14:56 she crossed the line on her return and from this down to the Fortune she set a merry pace. The wind was now dead ahead and blowing twelve knots an hour. The velocity attained on the deck of the Columbia must have been in the neighborhood of thirty-five knots. The water leaped over the forward decks and the rain which had been threatening began to rush on the men on deck. The ship was reeling off a 24.77 knot gait, and one of the patent log lines could not stand the strain and was carried away just as the ship passed the Fortune. There was a commotion in the engine room and every light went out. The boller which drove the dynamo gave out and the result was darkness. When the light was restored the engines were set to work turning off 138 revolutions a minute. The speed rose to 23% knots almost immediately, and when the Kearsarge's crew got into the rigging and cheered her as she sped by she was at a steady twenty-three-knot gait. From this to the end of the course she remained at 2214 knots speed. She passed by the Dol-phin at 2:11 1-3. She had been actually on

hour. The board of inspectors were highly pleased with the manner in which the ship behaved. She will leave to-morrow for

Does Football Make Cannibals. CRAWFORDSVILLE, Nov. 18.-Dr. H. A. Turker, pastor of the Methodist Church, in this city, witnessed the DePauw-Wabash fcotball game last Saturday and in his church paper he voices the sentiments of a large number of persons in this city in

the following clipping: "We thought at first it was barbarous, then we concluded it would be a slander to the barbarians to compare a football game to their sports. It is rather brutal. We have seen a pack of dogs fighting for a rotten bone, of which we were reminded at the football game. A football game, as now played, is a disgrace. A prize fight is an indication of Christian intelligence as compared with our college football. Is it no concern to Christian gentlemen that young men are being maimed for life? Is it a part of a Christian college's work to make bloodhounds out of young men? To feed them on raw meat and rub them down like a Roman gladitor, that they may be able to kill those who come against them on the bloody ball ground? Shame; that such things are allowed in our Christian

"Football, as now played, is injurious without a redeeming feature. It is ruinous as an exercise for it is too violent. Harm and only harm can come out of it physically. It is degarding morally. A young man would not have to play this game long till he would become a cannibal. Its evil influence is felt by those who witness the game. While Dunn was lying on the field more dead than alive there was an impatient howling for the game to go on and to put on another man. No difference that a man was killed. There were plenty more to be killed. Can it be that such a spirit is generated or allowed to grow in our Christian colleges?

"We understand that several students came from DePauw for the purpose of gambling on the game. Do these students represent the training given at their college? The names of those who gambled on the game, we understand, have been secured and will be brought before the next grand jury. As the laws of this State hold the owners of property responsible for violations of law that may be committed on their premises, the trustees of Wabash may find themselves before the courts to answer why they allowed gambling on their property. Why should a saloonkeeper be prosecuted for allowing gambling on his premises and a college trustee be allowed to go free? What a comparison! How are the mighty fallen! This evil has surely gone far enough. Let every man speak who opposes this brutality."

Struck a Snag. WASHINGTON, Nov. 18 .- The Democratmembers of the ways and means commitsee were in conference six hours to-day over the new tariff bill. The several subcommittees presented their reports on the various schedules which had been assigned to them, and the result showed that the tariff bill is now practically completed, and only awaits the approval of the full Democratic membership. The subcommittee on internal revenue was the only committee not fully prepared to report, as the question of an income tax falls within its urisdiction, and until this matter of policy s decided the detailed report of the committee cannot be prosented. The policy of an income tax, however, was favorably reported by the subcommittee, and this juestion absorbed most of the dicussion of the day. Mr. McMillin, chairman of he subcommittee, took a strong stand n favor of an income tax, and was warmy supported by Messrs. Bryan, Bynum, Whiting and other members of the com-nittee. It developed during the discussion hat some of the members felt considerto the income tax policy, and final action in the matter was ultimately deferred unl next week.

Strike on the Lehigh Valley. PHILADELPHIA, Nov. 18 .- A general rike was ordered on the entire system or the Lehigh Valley railroad at 10 o'clock tolight. The immediate cause is the company's refusal to recognize any committee or body of men as the representative of the employes of the road. After repeated ttempts made by the grand officers of the several railway organizations to gain audiences with the officials of the road, and after a subcommittee from the general committee sitting at the Bingham House in this ity, composed of bona fide employes of the road, had failed to secure recognition from the road's highest-representative in this city-First Vice President Voorhees-a furher consultation was held by the grand officers of the organized train workers, and the order to quit work was telegraphed to all employes along the line of the road. The result was that a general strike was declared. The road had begun to get tied up at 10:30 o'clock and by daylight not a wheel is expected to be moving on any part of the entire system. Eighteen hundred men, who are employed in all the mechanical parts of running a railroad, will be idle at daybreak.

Preparing a Bering Sea Agreement. WASHINGTON, Nov. 18 .- Sir Julian auncefote, British embassador, had a conerence with Secretary Gresham this aftersoon, presumably upon the regulations for he control of seal fishing under the decisions of the Bering sea commission. The two covernments are engaged jointly in preparng an agreement upon this question, and, while the principal negotiations are being conducted in London, there are some details to be looked after here. Mr. Gresham is engaged particularly at this time in collectng data for a bill to be presented to Congress for enactment into a law for the guidance and control of our government in this matter. The award of the commission is temporarily morally binding upon both governments, but so far as this government is concerned it is necessary that the decision should be given in the shape of a statutory enactment for permanent purposes. This the State Department will ask Congress to supply early in the approaching session, and will probably furnish the necessary suggestions for this legislation in the shape of a

Friends Christian Endeavors. FAIRMOUNT, Ind., Nov. 18 .- Fully two nundred delegates are in the city attending the first annual convention of the Christian Endeavor of the Indiana Yearly Meeting of Friends. The following subjects were discussed to-day: "Sabbath School Committee," Ann Moorlag. Penn, Mich.; "Flower Committee," Alice Nixon, Fairmount; "Buisness Meetings," E. M. Applegate, of Amboy. Rev. M. M. Binford, pastor of the Friends' Church at Richmond, and Friends' international president of the Christian Endeavor, led in the discussion that followed. E. O. Ellis, of this city, president of the convention, then followed with a discourse on the Sabbath service. Prominent among those in attendance are President J. J. Mills, of Earlham College; Rev. M. M. Binford, Richmond; Alfred Brown, of Spiceland, and Willis Eilis Shipley, of Cincinnati. President Mills will deliver the address at the morning services Sunday. The convention will close Sunday evening with a consecration service.

Shelbyville's \$20,000 Fire. SHELBYVILLE, Ind., Nov. 18.-Fire destroyed the Dorsey Block this morning, having caught from the John F. Young livery and feed stable on West Broadway. Young lost about \$3,000, including nine horses. Ten horses which he boarded were also burned. One of them, Merry Legs, the property of John W. Friday, was a promising young pacer valued at \$1,000. J. W. Pile & Co.. carriage dealers, lost \$2,500; insurance, \$2,000. W. V. Dorsey, harness, lost \$100; M. Adler, notions, \$100, insured; Dr. Thomas S. Jones. \$400; S. H. Heustis, drugs, \$1,500, insured for \$1,000; John Schoelch, shoes, \$500; Hageman & Pile, undertakers, \$500; Nick Schaff, grocer, \$800; Updegraph Brothers, confectioners, \$400; John Curtis, barber, \$150; Keith & Flack, plumbers, \$125. The building was a frame structure valued at \$10,000. The city kept a new hose wagon in the Young stable. It cost \$1,200 and was burned before it could be got cut.

Knights Favor Amalgamation. PHILADELPHIA, Nov. 18 .- Amalgamation-the unification of all trades unions with the Knights of Labor into a harmonious whole-wnich was propagated at the secret meeting last night, made its growing strength felt at to-day's sessions of the General Assembly in secret session behind barred doors at Industrial Hall. Both sides indulged freely in oratory and Powderly, with his supporters, Devlin and A. W. Wright, representing the administrative facion, and Hayes, James Wright and other leaders of the opposition, expressed their views, at length. The finance committee, on which interest is centered, has very nearly finished its examination of accounts. Tomorrow will doubtless mark the close of its work. The knowing ones expressed themselves with authority that the report of the committee will be in the nature of a

vindication for the executive board. Big Four Wreck.

MUNCIE, Ind., Nov. 18 .- Another serious freight wreck occurred on the Big Four road this morning as a result of the dangerous grades on the east end of this division. As a heavy stock train, No. 46, was climbing the Degraff, O., grade the train broke in two. The front part was descending the opposite side and while in a deep ravine on a creek bridge the rear cars crashed together. Twelve cars were smashed to pieces and filled the bottom of the creek. Cattle and hogs were fairly slaughtered and corn and provisions were dumped on top of the wreckage by the carload. The trainmen escaped with slight injuries, but an unknown tramp went down with the stock and was seriously injured. All west-bound trains to-day have been greatly delayed, having had to go around the wreck on another division.

returned from the court to-day to rent the mill to the co-operative company composed of former employes. They will start the furnaces, making muck bar. The new company is known as the Muncie Muck-bar Iron Company, and the mill will start next week, with one hundred hands, and the force will be increased. The output will be consumed principally by Muncie iron in-dustries. The puddlers will simply get what they make. The officers are Joseph Porter, W. J. Bowen, Michael Hanley, John Rock-away, former employes, and T. F. Rose.

Voorhees Welcomed Home. TERRE HAUTE, Ind., Nov. 18.—Senator Voorhees was tendered a public welcome home to-night. Ex-Secretary of the Navy Thompson made the address of welcome saying he spoke on behalf of men of all parties. He congratulated the Senator on his efforts in the Senate in the controversy over the repeal of the purchase clause of the Sherman law. Senator Voorhees said the repeal was accomplished by the united efforts of Democrats and Republicans. He predicted prosperity for the country, and claimed that the action of Congress would be found to be one of the chief causes of the better times to come.

Robbed on the Highway.

CRAWFORDSVILLE, Ind., Nov. 18.— Alba Crumley, a timber buyer, was robbed at Hillsboro last night. Crumley had been in the county collecting money, and as he was returning, near Hillsboro, two armed and masked men jumped out from a fence corner. One man grasped the reins of the horse and the other pointed a pistol at Mr. Crumley. After some few words Crumley was forced to give up \$20, all the money he had. Then he was told to hurry on, and the robbers mounted horses and rode away in the opposite direction.

Richmond Postmaster Election. RICHMOND, Ind., Nov. 18.-There was an election for postmaster here to-day. Only known Democrats in Wayne township were permitted to vote. John Schweg-man received 876 and B. F. Wissler, editor of the Sun (Democratic organ), 382, being a total of 1,258 votes. The same township gave Matthews 1,609 votes two years ago. Three other candidates, John Rolling, J. P. Thistlethwaite, steward at the insane hospital, and Luther Mering, who led the forlorn hope for Congress in the "burnt district," refused to allow their names to

Cycling Records Broken. NASHVILLE, Tenn., Nov. 18 .- A West Side Park to-day bicycle records were smashed as follows: M. F. Dirbenger, of Buffalo, broke the record for the flying start, half mile, mak-ing it in 54 seconds. Former record, 55 seconds, held by John Johnson. J. P. Bliss, of Chicago, broke the record for the standing start, half mile and one third mile. He made the third in 381-5 seconds and the half in 56 3-5 seconds. Former records for half mile, 59 2-5 seconds.

Probably a Barn Burning. FARMLAND, Ind., Nov. 18.-A comet with a tall about sixty feet long and emitting fiery red rays, made its appearance in the eastern sky to-night. After an hour the celestial sight gradually died away. In was a grand sight to those who never witnessed anything of the kind before.

The local cloud inspector was called up at his station in the watch tower, and said he had seen no comet last night.

Anderson, 16; Muncie, 0. ANDERSON, Ind., Nov. 18.—The Muncle High School football team suffered a crushng defeat this afternoon at the hands of the Anderson High School boys by a score of 16 to 0. The Muncie boys were clearly outclassed and the game was called at the end of the first half. The work of Joe and Frank Pulse and Lee Hunt, of the home team, was particularly good. Billy Boyle half back of the Muncie team, had his collar bone broken during play and was carried from the field.

Novel Cause for Damage Suit. CRAWFORDSVILLE, Ind., Nov. 18 .- A suit for \$10,000 has been brought by the administrator of the estate of Emanuel Bocts, deceased, against Isaac Meharry. It is alleged in the complaint that Meharry sold Boots a horse for \$55, claiming the animal was sound. Boots soon discovered that the horse had fits, and one time when he was driving home from this city the horse had a fit. Mr. Boots was thrown from his buggy, and so badly injured that he died

Death of Senator Peffer's Brother. SOUTH BEND, Ind., Nov. 18 .- News has just reached here announcing the death of Philip Peffer, which occurred at 4:30 o'clock this afternoon, after a brief iliness. Mr. Peffer was a brother of Senator Peffer, and at one time the most celebrated fruit grower in this part of the country. Even now the Peffer fruit farm is widely known. Mr. Peffer was eighty-one years old. He leaves a daughter and several sons.

Won by U. of M. ANN ARBOR, Mich., Nov. 18.-The clos-ing football game of the Northwestern Intercollegiate League was played here to-day between elevens of the University of Michigan and Northwestern University, resulting in a victory for the former with a

Ann Arbor team had everything its own way. Eight hundred people were present. Anderson Has a Relief Committee. ANDERSON, Ind., Nov. 18 .- The work of caring for the deserving poor in Anderson during the coming winter has begun in earnest among the business men. Mayor J. H. Terhune, L. J. Burr and W. T. Durbin have been named as a finance committee and are at work raising funds. Major Charles T. Doxey headed the list to-day with a cash subscription of \$500.

score of 72 to 6. From start to finish the

Middletown Has Occasion to Rejoice. MIDDLETOWN, Ind., Nov. 18 .- At a citizens' meeting in this place to-night a deal was closed by which the Irondale rolling mills, employing four hundred men, are to be located here. This means a population of four thousand for Middletown in the next few months. A band and drum corps are parading the streets to-night, celebrating the event.

\$500,000 Blaze at Kansas City. KANSAS CITY, Nov. 18 .- The Western Warehouse and Storage Company's large four-story warehouse, at the corner of Inion avenue and Santa Fe street, was burned to-night. Firemen Matt Clarkson. John Burke and Walter Eylara were burled under a falling wall and received serious, if not fatal injuries. The loss is estimated

Sold Skeleton Tickets.

CINCINNATI, O., Nov. 18.—Cleveland S. Salter, claiming to be a ticket accountant of the St. Louis, Chicago & St. Paul railroad, was arrested here to-day for selling a large quantity of Southern excursion tickets. He had twenty-one skeleton tickets, He said he stole the tickets in Illinois, and used a rubber stamp to complete the

Swindler Thought to Be A. L. Curtis. RICHMOND, Ind., Nov. 18 .- J. W. Fuller, the alleged bank swindler arrested here, is thought to be A. L. Curtis, of Wolcott, Canada. Telegrams were received to-day from Columbia, Pa., Lancaster, Pa., and Louisville, saying that a man answering his description is wanted at each place.

Alix and Directum to Race. NEW YORK, Nov. 18-It is stated on good authority that a match race has been arranged between Alix and Directum. The match is for a purse of \$5,000. It was arranged last night at the Hoffman House and will take place at Fleetwood Park next Tuesday or Wednesday.

General Rusk's Condition. VIROQUA, Wis., Nov. 18 .- Gen. Rusk's condition is slightly improved, and this evening Dr. W. Gott says he considers that the critical point in the General's illness has passed, and that he is now conconvalescent.

The Indiana Apple Crop. Rochester Republican.

For the past two or three years the crop of apples in Indiana has been very limited, the cause of which has not been fully de-The Goshen News gives this bit of experience which will be of interest to our fruit growers: This year Hiram Butt, of Jackson township, who formerly prided himself on the large crop of apples that he could raise, which has been followed by failures for several years, experimented with tree spraying and with gratifying results. From one tree that he sprayed he picked eight bushels of fine winter apples. On another tree that he did not spray there was no fruit. To make the test more satisfactory he sprayed only some of the limbs on a tree, and the result is that on that portion of the tree sprayed apples were plenty, while on the portions that he did not spray there was an entire absence of fruit. The experiments are so satisfactory to Mr. Butt that he is a firm believer in the benefits to be derived from spraying, and he is counting on a good apple crop

next year and expects spraying to secure it The Jeffersonville News reports a new plan. It looks rather reasonable and the experiment is so easy to try that we hope some of our readers in this locality will test it and report the result: "Last year, for the purpose of getting ahead of his work, Mr. Poindexter plowed a piece of land in one of his orchards late in the season, well on towards winter. This year they noticed that the fruit in this piece was entirely exempt from the curculio. Colone: Wiley's theory of the matter is, that after the egg is deposited in the ground there is a period when it is in a soft state and if the soil is disturbed at this time the insect is killed in development. For this reason he is now

WIFT'S SPEUIFIL . . malarial origin, this preparation has no equal,

"For eighteen months I had an eating sore on my tongue. I was treated by best local physicians, but obtained no relief; the sore gradually grew worse. I finally took S. S., and was entirely cured after using a few bottles."

C. B. McLemore, Henderson, Tex.

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For renovating the entire system,

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Blood, whether of scrofulous or

trying the experiment of late plowing in his orchards. This is an important test and the result will be awaited with interest.

Democrats and the Election.

Washington Post. A remarkable feature of the late elections-that is, so far as a reflex action upon people in Washington may be called a fea-ture—is the universal good humor of Democrats. They laugh and jest at the result. Ordinarily when a tidal wave of politics sweeps over and engulfs the country the losing party is glum. Its members have a thousands excuses to offer and a thousand arguments to advance in voices that are rendered a thousand times sharper by anguish. This time it is not so. There are no excuses. There are no arguments. To all appearances there is no anguish. "I told you so," is very common. It is ac-companied with a hearty shake of the hand and a wise shake of the head and an invitation to take something. The fact is, Democrats were looking for no other result, and each one of them feels rather proud of his hitherto latent capabilities as a prophet. Just what Mr. Cleveland or his Cabinet think about it is hard to state with exactness, since, with a wise secretiveness. they have kept it to themselves; but what Washington Democrats in general think about it is not difficult of ascertainment. They rather like it. For its results upon

Author's Pay.

the party they do not care a -

Hartford Post. W. D. Howells has recently expressed his impatience and disgust over the condition of things which compels authors to work for money. He considers that it is not conducive to good work, and doubtless it is not, as the authors of the present day write. But there are few good things in English literature that were not made for money. Writing to Sydney H. Gay in 1865 Lowell said: "Is \$50 any object with me? I should think so! If greenbacks of that figure grew upon trees I should be a lusty

Suspected a Swindle.

Chicago Record. Policeman (on Stony Island avenue)-Hi, there, hayseed, what are you settin' there on the sidewalk fur? Uncle Joshua-I'm waitin' for a man who wanted to take my watch to a jeweler's to see if some dern scamp didn't swindle me

If the rollers of a wringer are sticky or covered with lint pass a cloth dampened with kerosene between them.

Women Must Sleep.

If they only could sleep eight hours every night and one hour every day: -Their freshness and beauty would continue to the end:

Years would be added to their lives. All derangements of the Uterus or Womb, Ovarian or kidney troubles, uterus tumors, spinal weakness, irregularity,

indigestion, exhaustion, or

"displacement," drives the

nerves wild with excitement, and sleep is impossible. Lydia E. Pinkham's Vegetable Compound is the one sure remedy. It has saved

thousands, and will save you. It strengthens the womb, removes all pain, and you sleep like a child. No testimonial or ladies' name is ever published without the full permission of the person.

All druggists sell it. Address in confidence, LYDIA E. PINKHAM MED. Frue for Bealth. Liver Pills, 25 cents. Lycia & Paille

RAILWAY TIME-TABLES. Indianapolis Union Statio. Trains Run by Central Time.

TICKET OFFICES at Station and at corner Illinois and Washington Streets.
TRAINS RUN AS FOLLOWS:
\*Daily. † Daily, except Sunday. Columbus, Ind., and Louisville \*3.35 am \*11.00 am Phila elphia and New York ... \*4.50 am \*10.15 pm Baltimore and Washington.... \*4.50 am \*10.15 pm Marti sville and Vincennes ... \*4.50 am 110.15 pm mond and Columbus, O .... 18.00 am Richmond and Columbus, O... 18.00 am Madison and Louis lite... 18.05 am 15.50 pm Dayton and Columbus... 11.45 am 15.50 pm Logansport and Calcago 11.25 am 20.00 am Logansport and Calcago 11.25 am 20.00 am Columbus, Ind., and Louisville. 20 pm 12.45 pm Baltimore and Washington 3.00 pm 12.45 pm Dayton and Springfield... 3.00 pm 12.45 pm Knightstown and Richmond... 4.00 pm 12.45 pm Columbus, Ind., and Louisville. 4.00 pm 10.15 am Martinsville and Vincennes... 14.00 pm 10.15 am Martinsville and Vincennes... 14.00 pm 110.15 am Pittsburg and East... 25, 10 pm 110.45 am 25, 10 pm 110.45 am

VANDALIA LINE SHORTEST ROUTE

From Indianapolis Union Station. Trains leave for St. Louis 7:30 a. m., 11:50 a. m., 12.55 p. m., 11:20 p. m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:20 p. m. train. Trains arrive from St. Louis 3:35 a. m., 4:40 a. m., 2:50 p. m., 5 p. m., 7:40 p. m. Terre Haute and Greencastle accommodation arrives at 10:00 a. m. and leaves at Sleeping and Parlor Cars are run on through trains. Dining Cars on trains 29

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